

BUS & COACH BUYER

21 JUNE 1996 | ISSUE 363

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NEW ♦ S250 M.A.N. engine full executive, 48 seat, finished in white – now in stock – certified and immediately available. Mercedes engine versions available early May.

USED

♦ 1992 Mercedes 0303/ Jonckheere Deauville – 55 seat, fully air conditioned. Grand tourer (choice), good condition

♦ 1992 Mercedes 0303/ Jonckheere Deauville – 53 seat, fully air conditioned. Grand tourer (choice), good condition

♦ 1992 Kässbohrer Setra S215HD – 49 seat – fully air conditioned – full executive complete range of extras. re-painted plain white. Sold with warranty

♦ 1991 DAF SB3000/Caetano Algarve 49/53 seat – demountable toilet – Full executive. Very good condition (choice)

♦ 1991 Bova/Futura 51 seat – full executive – super condition

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Cowie to buy British Bus Operators turn to CNG fuel





SETRA TORNADO 215HD

1992 (J) MAN engine, ZF 7 speed gearbox, Voith retarder, 49 reclining seats & courier seat, sunken centre toilet with continental door, Webasto heating, Sutrak air conditioning, servery unit with water boiler, front mounted fridge, radio/PA/system, 2 TV monitors and video, drivers bunk, drivers door with wardrobe and central locking, retrimmed and repainted white, MoT 6.12.96

SETRA S215H

1982 (X) Mercedes V8, ZF 6 speed gearbox, 53 reclining seats plus crew, Voith retarder, blinds, rear continental door, Webasto, radio/pa/cassette, fridge, wired for TV and video, livery white maroon and black, interior blue seats, pink stripe, red curtains, MoT 30.4.97

SCANIA K112 PLAXTON 4000

1985 (C) 72 reclining seats, 2 courier seats, toilet, drinks, repainted white, MoT 28.01.97

SCANIA ELITE K113 PLAXTON PARAMOUNT 3500

1992 (J) 7 speed manual GR801 comfort shift gearbox, ABS, road speed governor, variable top speed limiter, exhaust brake, kneel facility, ferry lift, autolube, electric retarder, Webasto heating, inswinging entrance door, central continental door, centre toilet, half rear emergency door, 3 roof vents, forced air ventilation, aircraft lockers, crew compartment, grey moquette, 49 reclining seats, centre gangway carpet, double glazed, rear curtains, side blinds, aluminium wheels, Blaupunkt radio/PA system, repainted white, MoT 13.9.96

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Carlton House, Euroway Estate, Hellaby Rotherham, South Yorkshire S66 8QL

LEYLAND ROYAL TIGER VAN HOOL ALIZEE

1986 (C), ZF gearbox, 49 reclining seats, plus courier, grey/red stripe moquette, double glazed windows, Telma, orange curtains, TV/video, o/s centre continental door, o/s centre sunken toilet, provision for bunk (new engine 3 months ago), MoT 5.3.97

LEYLAND TIGER VAN HOOL (H) ALIZEE

1985 (B), ZF 6 speed gearbox, 48 reclining seats and courier, TV/video, red/orange moquette, n/s floor mounted toilet, rear floor servery, fridge, (no continental door), MoT 1.3.97

LEYLAND TIGER PLAXTON PARAMOUNT 3500

1987, 6 speed ZF gearbox, 51 reclining seats plus courier, grey/red moquette, maroon curtains, double glazed, o/s rear continental door, o/s toilet, TV/Video, radio pa, drinks, fridge, MoT 22.2.97

LEYLAND TIGER

1989 (F) Alexander service bus body, Cummins L10 ZF automatic, 55 seats + 24 standees, painted white, MoT 30.8.96

DAF SB 3000 VAN HOOL ALIZEE

1989 (F) 49 reclining seats, Webasto, drivers bunk, double glazing, foot rests, seat back nets, water boiler, fridge, curtains, carpets, wired for TV & Video, sunken centre toilet, continental door, MoT 9.12.96

DAF VAN HOOL LD SB2300

1990 (G) ZF 6 speed Splitter gearbox, 51 reclining seats, centre continental door, toilet, servery unit, double glazed, curtains, TV/video, radio PA/cassette, interior brown/orange, repainted white, new MoT



VOLVO B10M VAN HOOL ALIZEE

1989 (F) ZF 6 speed S690 manual gearbox, Telma retarder, autolube, 53 reclining seats including seat belts, half rear emergency exit, double glazed side windows with blinds, radio/PA/system, retrimmed and repainted white, **3 only available**

VOLVO B10M VAN HOOL ALIZEE

1988 (E) ZF 6 speed gearbox, 52 reclining seats, Telma retarder, air conditioning, blinds, double glazed, centre continental door, Webasto, centre toilet, radio/pa/System, drinks, fridge, livery silver, grey/red, MoT 20.3.97

VOLVO B10M MKIII VAN HOOL ALIZEE

1991 (H), ZF HP5000 Automatic gearbox, ABS, autolube, 49 reclining seats including seat belts & crew seat, centre continental door, double glazed side windows with blinds courier seat, mid-section servery/fridge & toilet, radio/PA/system, brown/orange moquette, repainted white **choice of 2 — 9 SOLD**

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IVECO BUS EUROGUIDE: SPAIN

Spain can be reached either by the French autoroutes or by ferries to the northern ports of Santander and Bilbao. The rapidly expanding motorway network is improving the access to many little known parts of Spain. There is a wide choice of attractions, from the Mediterranean resorts to fascinating historic cities. The Iveco EuroRider and Beulas coachwork are two fine examples of Spanish craft.

Before you take a coach to Spain, please remember the following:

Documents

The driver must carry a full passport, an international driving licence, and a letter authorising him to drive the coach, if he is not the owner. He must carry tachograph charts to show his previous week's work and he also ought to carry a European Accident Form.

The driver must also carry the vehicle registration document (V5), an Insurance Certificate

(green card), a copy of his itinerary, and a bail bond, which will guarantee payment of any traffic fine or bail from a Spanish court. The coach must carry a spare set of light bulbs and two warning triangles, one in front and one behind the coach, except on a motorway or dual carriageway, when one triangle at the rear is sufficient. Passengers must have full passports.

Roads

Coaches are limited to 100kph maximum on motorways, 90kph on expressways, 80kph on other roads, and 60kph in built up areas. Tolls are payable on motorways when leaving, in pesetas. Details are available from the Spanish Tourist Board (0171 499 0901).

There is usually priority from the right, except where the standard yellow diamond sign indicates that the driver is on the main road and has priority. On roundabouts, give way to traffic from the right and in the cities,

beware of traffic lights on roundabouts to control priority.

Drivers must sound the horn in daylight, or flash headlights at night, when overtaking. When it is not safe to pass, vehicles in front and especially trucks, will signal with the left hand rear indicator. Drivers must not cross an unbroken white line, even to make a turn off the road. Reversing into a side street, U turns, and three point turns are not permitted.

Enforcement

Because of the high numbers of accidents, police are active. They can enforce heavy on-the-spot fines for more serious offences, and have powers to impound the coach until the fine is paid. Non resident offenders are usually given a 20% discount!

Parking

Most of the main hotels and tourist attractions have parking for coaches, or can provide parking discs. Vehicles parked on the street must be in the direction of traffic flow and must leave sufficient room for two vehicles to

pass. There are restrictions on parking near bus stops, public buildings and junctions. Parking in some places can vary according to the day of the month, so look out for local signs.

Value Added Tax

VAT is charged on certain goods and services in Spain. It can be reclaimed, so ask the Spanish Tourist Board for details.

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Front cover: Using the latest computerised techniques Scania can make your coach appear in the most prestigious locations.

News

Traffic Areas to be revised

Traffic Area Offices are to undergo further restructuring and will be concentrated into just six sections. These will be based at Edinburgh, Leeds, Birmingham, Cambridge, Bristol and Eastbourne. The Cardiff and Manchester offices will close in 1997.

The announcement was made by Steven Norris, Minister for Local Transport, who added that consultations would begin shortly on proposals for Traffic Area boundaries in order to achieve an even spread of work. He commented, 'I am convinced that by reorganising the work into six offices, and with increasing use of information technology, we can provide a good basis for the future and a more efficient service for operators.'

Funding for research projects

The Department of Transport is to fund transport research projects with up to £1m in total. The move means that up to 20 researchers across the country could receive grants of £50,000 to boost their work on transport policy. Applicants are invited to apply to the DTP for consideration and projects of particular interest include: transport awareness, which could result in reducing environmental impact; use of telematics to reduce road accident casualties; behavioural responses to telematics innovations; innovative transport modelling methodologies and techniques for improved data collection.

New President for SMMT

Ian McAllister CBE, chairman and managing director of Ford Motor Co. has succeeded George Simpson, chief executive of Lucas Industries, as president of the Society of Motor Manufacturers and Traders. Mr McAllister has been Ford chairman since 1991 and originally joined the company in 1964 as a finance trainee. He advanced through financial positions with Ford Britain and Ford Europe, joining the Ford Parts Operation in 1968. In 1971 he was appointed manager of market planning in Ford's European parts operation. Further managerial positions followed until he was made a director in 1980. Subsequently he moved through a succession of marketing and sales positions in the UK, Germany and the United States until landing his present appointment.

Research sites for sale

The Department of Transport has decided to sell its former research sites at Crowthorne and Livingston, following the sale of the former Transport Research Laboratory to the Transport Research Foundation. The TRF has a 15 year lease on the track and facilities at Crowthorne, occupying 375,000 square feet of office and industrial space out of the 541,000 square feet available. The remainder is let to eight other organisations or is unused. The TRF also have a one year tenancy at Livingston where they are the sole occupant of part of the 13,000 square feet of office and industrial space on a 1.7 acre site.

WMT order CNG powered Volvos

In what is claimed to be the first project of its size in the country, West Midlands Travel is to place 14 compressed natural gas powered Volvo B10L low floor buses in service at a cost of £2 million. The National Express Group subsidiary plans to operate the vehicles on the high frequency 529 route between Wolverhampton and Walsall which currently carries 62,000 passengers per week. The scheme is expected to be operational by the spring of 1997.

Andrew Woolner, engineering director at WMT said, 'The company is looking at alternative fuels for a number of reasons, the main one being environmental. Similar vehicles are operating successfully in cities throughout America and Europe and compressed natural gas has proved to be clean, safe and reliable. Everyone is aware, through campaigns such as 'Don't choke the city,' that there is a need to look at alternative fuelling methods and I'm sure that this project will show it is the way forward for public transport in the future.'

A WMT spokesman would not say which of the two Northern Irish bodybuilders offering products on the B10L would be bodying the buses, though WMT already has a large batch of B10Ls with Wright Liberator bodies on order. The gas tanks will be housed toward the front of the vehicle on the roof.

WMT has yet to announce which depot will operate the new buses, in part because discussions with local authorities are ongoing with regard to planning permission for the filling facilities. British Gas is to fund, install and maintain the refuelling infrastructure as part of the Gas Station initiative announced last week.

Although launched as a private investment partnership between WMT, British Gas and Volvo, central government funding is being applied for. To support the launch Volvo showed one of 54 CNG powered B10Ls with Saffle System 2000 coachwork operating for Linjebuss in Malmo, Sweden. It was powered by the THG103KF 10 litre engine producing 245bhp although the WMT vehicles will have the slightly updated GH10 unit of a similar capacity.

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**PARTS STOCKISTS:
BOVA, VAN HOOL
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1994 VOLVO B10M VAN HOOL ALIZEE-HE 12M

49/53 recliners, grey/red moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, wired TV/video, power entrance door, finished white/rose/gold.

M.O.T. FEBRUARY 1997

1994 VOLVO B10M VAN HOOL ALIZEE-HE 12M

49/53 recliners, centre sunken demountable toilet, continental door, double glazed tinted side windows with roller blinds, wired TV/video, finished white.

M.O.T. OCTOBER 1996

1993 VOLVO B10M PLAXTON PREMIERE 350 12M

53 recliners, red/black stripe moquette, rear continental door, double glazed tinted side windows, courier seat, power entrance door, finished white/orange.

M.O.T. SEPTEMBER 1996

1993 BOVA FUTURA FHD 12.290 INTEGRAL 12M

51/55 seats, grey/red moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, wired TV/video, power entrance door, finished all white.

M.O.T. FEBRUARY 1997

1993 DENNIS JAVELIN CAETANO ALGARVE II 12M

53 recliners, beige/brown moquette, double glazed tinted windows, curtains, courier seat, power entrance door, finished duo blue.

M.O.T. JANUARY 1997

1991 (August) BOVA FUTURA FHD 12.290 INTEGRAL 12M

51/53 seats, beige/orange moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, driver's sleeping berth, water boiler, wired TV/video, power entrance door, finished white/duo blue.

M.O.T. MARCH 1997

Immediate Availability

NEW BOVA FUTURA FLD 12.270

53 recliners, seat belts,
double tinted double
glazing, finished all white,
1 ONLY

NEW VOLVO B10M GL VAN HOOL ALIZEE-HE

53 recliners, seat belts,
finished all white. 1 ONLY

NEW VOLVO B9M VAN HOOL ALIZEE-HE

38 recliners, rear toilet,
CHOICE OF 2

1990 VOLVO B10MT (TANDEM) VAN HOOL ALIZEE-SH 12M

49 recliners, brown/orange moquette, rear sunken toilet, continental door, double glazed tinted side windows with blinds, courier seat, water boiler, fridge, driver's berth, wired TV/video, power entrance door, finished white/primrose/orange.

M.O.T. MARCH 1997

1990 DAF SB3000 VAN HOOL ALIZEE-DH 12M

51/53 recliners, recently retrimmed in brown graffiti moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, provision for driver's berth, water boiler, wired TV/video, low driving position, power entrance door, finished cream/duo brown.

M.O.T. NOVEMBER 1996

1989 LEYLAND TIGER (Cummins 290) DUPL 340 12M

53 recliners, brown/orange moquette, o/s rear sunken toilet, continental door, tinted side windows, curtains, water boiler, wired TV/video, power entrance door, finished cream/red/orange.

M.O.T. FEBRUARY 1997

1989 LEYLAND TIGER (Cummins 250) DUPL 320 12M

57 seats, red moquette, tinted side windows, TELMA retarder, power entrance door, finished cream/red/orange.

M.O.T. DECEMBER 1996

1989 VOLVO B10M VAN HOOL ALIZEE-H 12M

52 recliners, brown/orange moquette, courier seat, tinted side windows, power entrance door, finished all white.

M.O.T. FEBRUARY 1997

1989 SCANIA K93 DUPL 320 12M

55 seats, grey/orange moquette, tinted side windows, power entrance door, finished all white.

M.O.T. NOVEMBER 1996

1988 NEOPLAN SKYLINER (MERCEDES V10) DOUBLE-DECK

75 recliners, (57 upper saloon/18 lower saloon), red/orange moquette, courier seat, water boiler, fridge, 2 tables, o/s rear toilet, wired TV/video, power entrance doors, finished metallic silver/grey.

M.O.T. DECEMBER 1996

1988 LEYLAND TIGER 260 PLAXTON PARAMOUNT 3500 12M

49 recliners, red/grey moquette, sunken toilet o/s rear, continental door, double glazed side windows, curtains, courier seat, water boiler, finished cream/grey.

M.O.T. JANUARY 1997

Volvo News

Volvo and Yeates Plan for the Future

Sandy Glennie explains the new organisations being put in place at Volvo and Yeates: "We are the market leader and we intend to improve on that position! When you are the leader, there is always the risk of complacency, but we regularly look at our organisation and measure our performance.

"I don't want any of our customers or suppliers to read too much into the changes which have just been announced. They are evolution, not revolution. If you like, we have been tuning to get the best performance.

"As Managing Director of Volvo Bus and Yeates, I was aware that Yeates demanded more time and focus. Because the management team was so compact, it is easy to forget the size of Yeates business. Turnover has grown more than 300% since we bought the company and it is now Volvo's largest dealership.

"If you think back ten years, coach dealerships were independent organisations, owned by entrepreneurs who had grown up in the trade. Much of the coach dealership network in this country is now owned by manufacturers, which is beneficial, because it brings the producer and the user closer together. It has helped us to develop new initiatives, like leasing, rental and contract maintenance.

"Tony Harvey was obliged to spend too much time on general

administrative work, when his skill and strength is working with customers. He now becomes Sales and Marketing Director with a wide brief. He will not only be responsible for all the sales activities, but will be looking at how we develop the whole business of buying and selling new and used coaches in a rapidly changing market.



Bill Russell.

"Bill Russell will move to Yeates as Managing Director and will take a lot of weight off management's shoulders. Bill has been with Volvo for 22 years and his very wide experience will be invaluable to Yeates. He will give more breadth to the company, especially in the planning and growth areas. Bill wants to settle in at Yeates and meet all the people there, before announcing any plans."

Bill Russell was Director of Product Marketing at Warwick and had a major role. He will not be replaced directly. Sandy

says: "We will be making subtle changes to the way we run the business. I feel a sense of pride that Volvo and Leyland were two of the very limited number of organisations in the manufacturing side of the industry with management development programmes.

"We have a number of younger people who have had a thorough grounding in the industry and it is now time to give them greater responsibility. Steve Dewhurst, Don Johnston, Ian Downie, Adrian Wickens, Richard Smith and Norman Thomas will all report direct to me."

But, he adds, with a hearty chuckle: "Don't let the industry, or them, think that I am going to be overloaded. I will have more time to spend on very important issues like strategy and policy, and they will be running the business. That does not mean that I will be sitting in an ivory tower - this business is in my bones, and Volvo has put a lot of time and effort into developing this team.

"The industry has gone through tremendous changes in the last ten years. This team has lived and worked through those changes and knows the industry well. I am confident that they will all handle the further changes which are inevitable. I am also confident that this directly focussed organisation will benefit our customers. They will have direct access to the man responsible for their account."



Steve Dewhurst.

Steve Dewhurst

Steve joined Leyland Truck & Bus in 1976 as a management trainee and initially worked in Finance. He took an external degree in Business Studies and joined Leyland Bus in 1981. He gained experience in pricing, contracts and administration. He was there when the management bought the company out and still there when they sold it on to Volvo Bus.

Steve moved to Warwick as Administration Manager in January 1989 and became Bus Sales Manager in January 1994. "I have two years in the job and have got to know many of the people in the industry. It is really amazing how the combination of a Leyland background and Volvo position helps to open doors."

Steve is married with two children and is trying to fit some of the Euro 96 games into a very busy schedule. He is assisted by Roger Turner in the south and Thomson Baxter in the north. Both are popular and well known in the industry.

Volvo News



Ian Downie.

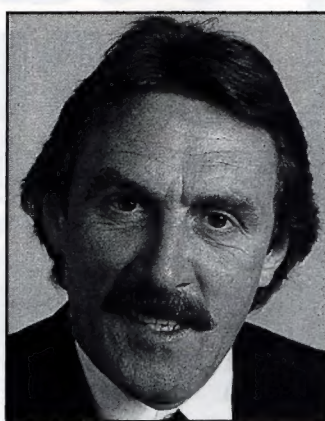
Ian Downie

Ian, who has been Finance and Sales Administration Manager at Warwick since January 1996, recently graduated as a Master of Business Administration at Warwick University.

Ian left school at 16 and joined Leyland Vehicles as an apprentice fitter turner, gaining experience on trucks and buses. While serving his time, he took an HNC in Mechanical and Production Engineering, then spent a year assembling Tigers and Olympians.

His next move took him to Commercial Analyst at Leyland Bus, but he also had the academic urge. He took on a part time BA in Business Studies at Preston and passed the three year course with distinction. During the last year he moved to Warwick and spent many hours up and down the M6 to complete his studies.

The next step was the MBA at Warwick, an internationally recognised qualification. Ian, still only 29 today, was the youngest on the three year course and up against some high powered executives. Justifiably proud of his latest success, Ian said: "The MBA is the toolbox which gives me the business qualifications to complement thirteen years practical experience in the business. But I am not looking at any more courses. I'm off for a week's break in the South of France before the graduation ceremony!"



Don Johnston.

Don Johnston

Don spent twenty one years at Duple. He started on the shop floor but gained management qualifications at college. He then spent five years on training and personnel, before moving into sales and rising to Sales Manager.

After brief experience with a dealer, Don joined Volvo five and a half years ago as Coach Sales Manager. He is assisted by Duncan Crosby in the north and Phil Owen in the south. Duncan worked previously for Duple and Salvador Caetano (UK) and knows coaches inside out. Phil joined Volvo Bus just over one year ago after working as a Service Manager with a Volvo dealer in South Wales. Don is looking forward to new challenges. "We know the customers well and are raring to go!"



Richard Smith.

Richard Smith

Richard joins the Volvo Bus Team as Marketing Manager. He was born in Yorkshire, grew

up in Cheshire, went to Manchester Grammar School, and graduated from Birmingham University at the age of twenty with a degree in Business Studies.

After that well-rounded and well-travelled start to life, Richard came to Volvo Truck & Bus in 1988 and joined the marketing function in 1989. He handled a full range of activities, including the last two Volvo Bus shows in the NEC.

Richard is well aware that the bus and coach market is very different to trucks, and says that he will be doing a lot of ground work in the early months of his new appointment.

He says: "Volvo is a major force in the industry with a reputation not only to be maintained but to be further enhanced. That's only going to be done by listening and responding to what the operators say are the issues that are affecting their businesses. I will be helping to keep Volvo at the top of operators' shopping lists."



Norman Thomas.

Norman Thomas

Norman was appointed Sales Engineering Manager in February this year, after Maurice Brown moved to Sweden. Norman gained an HND in the course of a student apprenticeship with British Rail at Bristol. He then joined Bendix Westinghouse, starting in the engineering department and then moving to service.

Norman joined Leyland Bus as Regional Service Engineer for the south west in 1984 and moved to Warwick as Technical Service Engineer in 1989.

His current responsibilities include the technical suitability of vehicle specifications, liaison with bodybuilders, and forming a link between Sweden and the Vehicle Inspectorate on on-going product issues.

Norman is enthusiastic about the new structure. "I like anything which shortens the line of decision. It is a positive move which will help to improve our reaction time to engineering issues."



Adrian Wickens

Adrian's title is Planning Manager, which covers a wide range of activities. The design and operation of buses and coaches is increasingly influenced by many organisations outside the industry.

Adrian represents Volvo Bus on several technical and other committees and is closely involved in subjects like new legislation, alternative fuels and product planning. He is often required to put forward the viewpoint of the manufacturer and to ensure that proposed new ideas are practical, before they are cast in legislation.

Adrian graduated from University College, London with a BSc in mechanical engineering and an MSc in ergonomics. He started his career in the bus industry at Park Royal in 1973, and moved to Leyland Bus in 1980. He transferred to Volvo in 1989, then spent five years, based in Gothenburg, on product planning, before returning to take up his present post at the end of 1993.



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OTHERS

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Cowie to buy British Bus

Cowie Group plc has announced that it proposes to acquire British Bus Group Ltd for an aggregate consideration of £282.3 million on top of which a further £20 million may become payable depending on profits achieved in the year to 31 December 1996. This figure is made up of between £89 million and £109 million, accrued dividends of £6.7 million and the net borrowings of British Bus which Cowie will assume. To fund the acquisition Cowie propose a one for every three ordinary shares rights issue at a price of 355p per share. This should raise £186 million net of expenses. In the year to 31.12.95 British bus made a pre-tax operating profit of £34 million on a consolidated turnover of £261 million.

Gordon Hodgson, Cowie chief executive commented, 'We believe that British Bus represents the last remaining opportunity for a major and strategic acquisition of an independent business in the UK bus industry. It will be immediately earnings enhancing, generate positive cash flows and present opportunities for margin enhancement. We believe that this acquisition represents a major step in the development of the group and look forward to developing further British Bus's portfolio of businesses.'

Cowie's existing bus operations consist of Grey Green, the former London Buses' subsidiaries Leaside and South London, and County Bus, the latter having been purchased from National Express in February this year. The acquisition of the 5,200 British Bus vehicles will take the combined Cowie fleet to 6,400 and the number of employees in the bus and coach operations division will rise from 4,000 to 15,400.



The Olympian from the Shires fleet is one of 5,200 buses Cowie will acquire from British Bus.

Cowie will become the third largest bus group in the country (a position British Bus held in its own right) with an estimated market share of around 16 per cent. A spokesman confirmed that it was Cowie's intention to retain the whole of the British Bus group. He added that Cowie plans to adopt a 'positive, outward looking approach,' and will be introducing better marketing and more innovation to the operation. It is expected that close to a third of Cowie Group's turnover will be derived from bus and coach operations following the purchase, though the high turnover - low margin nature of the motor dealership businesses means that the bus operations should contribute in excess of a third of profits.

British Bus will become part of the bus & coach operations division of Cowie and day to day responsibility for operational management will rest with its board. Managing director will be David Martin and two other existing British Bus directors, Steven Bayfield

and Adrian Jones will remain on the board as development director and finance director respectively. Joining the board will be three Cowie men, Sir James McKinnon, Gordon Hodgson and Steve Lonsdale. Dawson Williams and Gordon Watts will resign on the completion of the deal.

The deal is conditional upon several factors one of which is that there is no referral to the MMC. Based on legal advice Cowie believe that such a referral is unlikely. Another condition is that, prior to completion, no material adverse statement is made, or action taken, by the Serious Fraud Office in connection with the British Bus Group. A condition and indemnities relating to the SFO's investigation are included in the acquisition agreement.

A spokesman for the Cowie group did not rule out further acquisitions though he added, 'Obviously this is a very large acquisition and it will take a while to digest.'

By Stuart Jones.

WMT continues route branding

West Midlands Travel has launched another phase of its route branding programme by introducing a fleet of fifteen new buses on its 37 service from Birmingham to Solihull. Each of the new Wright bodied Volvo B10Bs carries a distinctive, angled, yellow stripe down each side of the bus, has a kneeling facility and space for shopping and bug-gies. The frequency of the buses has been set at six minutes throughout the Monday to Saturday shopping period and every 20 minutes during the evenings and on Sundays.



One of 15 Wright bodied Volvo B10Bs assigned to cover WMT's route 37. The distinctive yellow stripe also carries route information.

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Heavy Duty Parts Ltd, the Retford based company specialising in the supply of parts for leading makes of European coaches has achieved full ISO9002 Quality Assurance Certification (Certificate No RS34292) issued by the BSI.

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interior fawn, exterior white/red/yellow, MoT
30/5/97 ~~£79,500~~ **£69,500**

1989 TOYOTA OPTIMO, 18 recliners, crew seat, large
luggage boot, Blaupunkt radio, wheel trims, curtains,
interior fawn, exterior green/black, MoT
16/4/97 ~~£21,950~~ **£19,750**

1988 VOLVO B10M JONCKHEERE P599, 51 recliners, crew
seat, continental door, rear sunken toilet, double glazing,
power door, fawn interior, exterior mauve/white, MoT
22/3/97 ~~£69,500~~ **£66,500**

1984 VOLVO B10M PLAXTON PARAMOUNT 3500, 49 recliners,
crew seat, centre d/m toilet, centre cont door, curtains,
radio/tape/pa, interior brown/red, exterior white/blue,
MoT 26/5/96 ~~£34,500~~ **£29,500**

1983 VOLVO B10M CAETANO ALGARVE, rebodied 1986, 49
retrimmed recliners, crew seat, centre continental door &
toilet, Clarion radio/tape, power door, interior fawn,
exterior white, MoT 29/6/96 ~~£35,000~~ **£27,500**

1989 DENNIS JAVELIN PLAXTON PARAMOUNT 3200, 8.5m, 35
seats, power door, tinted windows, interior grey, exterior
silver/red/orange, new MoT **£54,500**

1986 NEOPLAN SKYLINER 73 seats **£59,500**

1985 (C) DAF MB DUPLA LASER 2, 53 seats, power door,
tinted windows, wheel trims, interior fawn/grey, exterior
silver, unsignwritten, MoT 4/9/96 **£24,750**

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Conference

The Disability Discrimination Act — How it may affect you

The Confederation of Passenger Transport UK recently hosted a conference to outline the likely changes which could be implemented under the recent Disability Discrimination Act. Many of the Act's proposals will be implemented with, or become affected by, the European Bus Directive and the Department of Transport is currently liaising with working groups from the industry to determine future construction policies and regulations which will affect bus and coach operation. The event was staged in order to clarify the DTP's current position and to gauge industry response before the final draft proposals are placed before the EU.

Philip Oxley
Director of Research -
Cranfield

Philip Oxley said that the industry was very competitive and the impact of legislation, where it would affect operational costs, was cause for concern. Even if the equity issues underlying the DDA were disregarded, he wanted to consider the effects of regulations under the ACT on actual operation, particularly local bus operation which accounted for approaching 90% of all passenger bus and coach journeys.

He claimed that the debit side of the legislation would bring increased capital and operating costs, noting that the first lowfloor vehicles had carried a 22% premium but this, like in other countries where lowfloor sales were increasing, would come down, possibly to around five percent. Increased maintenance costs over conventional buses could also be expected, mainly related to the kneeling system, but, he pointed out, some of the early faults had been rectified and larger compressors utilised, although there were still many additional moving parts, increased wear on air bags and possible damage to sensor bars. He



As volumes increase, the premiums for low floor buses decrease.

said it was difficult to arrive at an accurate figure because UK experience of lowfloor operation was still in its infancy.

While purchase and maintenance costs formed part of the operational expenditure, he said the single most costly element was the driver's wages and suggested that figures like a 14% increase on maintenance plus a 9% rise in capital cost (over time) would only relate to a 1.1% or 1.2% increase in operational cost.

He believed that operators concerned about frequent use of the kneeling system adding to wheel-stop times - thus affecting running times and schedules, should set these elements against the potential benefits arising from the operation of more attractive vehicles which would encourage more frequent use by passengers. This he quantified by referring to TRL lowfloor studies which showed that while wheel-stop time was added to by the kneeling process, dead times were shorter on the Newcastle services than they were in London, although recent alterations to the system had resulted in a speeding up of the kneeling and door operation.

The services also showed quicker boarding and alighting times for fully mobile passengers but there were mixed results with mobility impaired passengers. Mobility impaired passengers alighted more quickly from lowfloor buses than conventional vehicles in London but elderly people were slower. The greatest difference was found to be for passengers with pushchairs

where times were speeded up dramatically. Some mixed results among other classes of passenger were put down to elements of confusion over fares payment methods and the location of ticket machines or change trays. The TRL report, he claimed, concluded the operation of lowfloor buses did not materially affect bus running time one way or the other.

Mr Oxley then considered whether extra patronage could be expected from lowfloor bus operation. He said that attitudinal surveys showed a clear preference for lowfloor buses amongst all categories of passenger, especially those with pushchairs (91% in London, 100% in North Tyneside) and mobility impaired passengers (72% in London, 100% in North Tyneside). Of those without encumbrances or impediments, two-thirds in North Tyneside expressed a preference for lowfloor although it was clear that a number of London passengers were still strongly in favour of double deckers. The North Tyneside lowfloor service had seen an apparent increase in ridership of just over 20%.

He indicated that other comparative studies between types of buses indicated a possible 5.4% increase in patronage could be expected but the reliance on such figures was always circumspect because all such surveys could not take into account the number of people who had ceased to travel by bus as they found them inaccessible. After a study of the results, he concluded that the new generation of lowfloor buses were capable of producing an increase in ridership above the proportionate increase in operational costs.

Edward Stait
Dept. of Transport

Edward Stait explained some of the background to the legislation and why access

regulations were now needed. He outlined features that would be included but stressed that discussion was still continuing over design requirements and nothing would be finally settled before a number of consultations had taken place. He maintained that the DTP's aim was not to draw up a specification for a wheelchair accessible lowfloor bus, but to consider the ergonomic requirements of the majority of elderly and disabled people. He said that although the most logical option would point to the operation of lowfloor buses the regulations would not stop anyone from using an accessible conventional bus if that was what they wanted to do. He also added that detailed analysis of minibus requirements had not yet been fully examined, or, similarly, high floored buses and coaches. There was still work to be done on finalising requirements for double deckers but he was confident no-one would be expecting wheelchair access on the top deck!

The Department, he said, had spent several years monitoring the progress of accessible transport in Germany and North America. Germany in particular was now reaping the benefits of lowfloor buses in manufacturing, operating and passenger sectors, but the cost of such vehicles in a fully competitive market would inhibit their widespread introduction into the UK. Research was carried out into the comparative cost of operation between full sized lowfloor and conventional vehicles as they became more widely introduced in service, special attention being given to the relationship between the bus floor to the kerb, the use of ramps and lifts, and any problems that could occur from the carriage of unrestrained wheelchairs.

As no full sized accessible buses were available in the UK, trials were begun using an Omni. While, he admitted,

Conference

this vehicle had its faults, its ergonomics were excellent and a great deal of positive feedback was received from passengers. Trials with the Omni also allowed the examination of unrestrained wheelchair carriage and the development of access ramps. As a result the full sized lowfloor trials with Wrights, Dennis and Scania in London, North Tyneside and Essex were able to receive funding although Liverpool had found funding to purchase Neoplan lowfloor buses ahead of the DTp project.

He claimed that subsequent studies of the project by the TRL and TAS had identified many benefits and few problems, most of which had since been resolved. While the study will not be concluded until the Autumn an interim report should be published anytime now.

Mr Stait said that the DTp had also entered the COST322 programme, a collaboration between the UK and several European countries, to look at benefits and problems of lowfloor buses to draw up guidance not just on the buses but on infrastructure. But, he said, the DTp still had to consider the general requirements for buses as spelt out in COIF regulations. These will be amended in line with current proposals at the time access regulations are introduced. He believed it was important to retain many of the DiPTAC features in design requirements but that only the recent draft of DiPTAC specification had considered wheelchair access.

Despite current efforts, Edward Stait felt the great unknown would be the EU's type approval directive and how our own legislation would fit alongside it. Our own regulations would take time to become approved in Europe, he said, and then expressed concern over the beef saga which he thought could drag negotiations out for a long time.

In order to share the features of the current specification requirements with the audience he said that accessible buses being looked at were large buses, over 7.5 tonnes gross, excluding coaches and double deckers. Where articulated buses were concerned the specification applied only to the forward section. Floors, he said, would require to have at least

50% of their passenger area flat, with no steps other than found around a door. They should contain space for a wheelchair - accessible from a service door and priority seating not mounted on wheel arches or on footstools. Steep slopes were to be avoided, although he appreciated a need for shallow slopes to get water away from doorways. No slope should exceed five percent except within one metre of a door, where a transverse slope could be increased to eight percent. Floors would also require covering with a recognised non-slip material.

Service doors used by wheelchairs would need an unobstructed width of at least 80cm, he said, adding that although it could be argued this would disadvantage ambulant disabled passengers the single low step would compensate. Also where wheelchairs used a centre door provision must be made for an optical device enabling the driver to see both the inside and outside of the door area.

Seat widths would be set at a minimum 42.5cm with seat cushion height between 43 and 46cm from the floor. Within the 50% flat floor area these seats will have a minimum spacing of 68cm and elsewhere, except for priority seating, the spacing will be a minimum 65cm. The vertical passage between seats in the 50% area will remain the standard DiPTAC requirement of 23cm. Where facing seats are positioned the distance between the forward edge of each seat cushion is to be not less than 67cm.



London's lowfloor buses provoke mixed reactions.

Wheelchair spaces must be at least 130cm by 75cm allowing the traveller to face rearwards if unrestrained. If restraints are used the passenger can face forwards. Where the passenger does face rearwards a centrally positioned padded backrest must be provided sufficient to take the load imposed on it by the wheelchair and passenger

in the event of a minor frontal impact. Mr Stait said that it was difficult to determine where a line should be drawn over where wheelchairs should be carried without tie-downs and that currently the only clear definition was to align this with the floor height of the vehicle. Although this was somewhat arbitrary and not based on sound research it seemed a pragmatic and uncomplicated approach. The DTp, he said, had once insisted that all wheelchair passengers should be restrained by occupant harnesses and tie-downs but had conceded the system would be impractical in mainstream bus operation.

Leaving general specifications, Mr Stait pointed out that the comfort of all passengers also depended on other factors such as vehicle suspension, roll stiffness and floor height. These could be influenced by either an operator or driver running too tight a schedule which encouraged rapid acceleration, heavy braking or excessive cornering speeds.

He also made it clear that kneeling suspension would not be mandatory, although it would be difficult to achieve the 250mm step height without it. The lowering and raising can be either manual or automatic and linked to other operations. No final details of how the interlocks, dead man's handle, halt brake and progressive buttons should interface together have yet been decided upon. It will be mandatory for every vehicle to have some sort of boarding device, powered or manually operated. There may be little requirement for these where suitable infrastructure has been introduced but devices must be fitted and be capable of carrying a wheelchair plus its occupant together with an attendant. Devices must not be capable of being deployed whilst the vehicle is in motion and will emit an audible signal when extending or retracting. Powered devices must also include a manual override.

In the case of ramps, Edward Stait said, these will be 80cm wide with a slope of no more than one in eight, or 12%, when deployed to a 15cm kerb. Passenger lifts will have a minimum platform size of 75cm by 120cm and will incorporate a device to prevent the wheelchair rolling off during operation and a

safety device to prevent the trapping of passengers' feet. Hand rails and hand holds will be required generally in accordance with DiPTAC recommendations. A signalling device or bell push must be provided in the wheelchair space to alert the driver of the requirement to deploy the boarding device at the next stop. Bus stopping signs will now become mandatory.

Ann Frye
Head of DTp Mobility Unit

Ann Frye claimed the job of the mobility unit had been to work with both the operating and manufacturing sides of the rail, taxi, bus and coach industries to draw up technical specifications which will form the basis of regulations under the Act, in order that it would make sense in economic terms as well as in technical and operational terms.

She described the Act as a piece of civil rights legislation designed to end discrimination against disabled people, adding that accessible transport could not simply be achieved by giving disabled people the right to use it. Legislation, she claimed, in the United States and New Zealand had promoted conflict, and in the US in particular, there had been losses in services, especially in rural areas, where the cost of compliance with the legislation was too great.

By considering these cases, she said the Act had been designed to set access standards for all new domestic land based public transport - buses, coaches, trains, trams and taxis. So far, she confirmed, only a fixed date of introduction existed for the rail industry - 31 December 1998, all other timetables were open to negotiation, largely because the Department did not want to force regulations until they were sure sustainable solutions existed.

For these reasons there had been extensive consultation with SMMT and CPT which had resulted in the setting up of two industry working groups, one to look at economic and use issues and the other to deal with technical and construction details.

Ann Frye maintained that the most controversial issue in devising regulations had

Conference

been the boarding aids. Where lowfloor buses and kneeling suspension eased accessibility for the majority, the addition of a ramp was necessary for a very small minority. She believed these need not be expensive nor complicated. Simple fold-out ramps or even portable ramps sufficing. High floored vehicles, particularly coaches or inter-urban buses, she recognised as a special problem. Although lift access was simple there was a high penalty on seating, something a research programme was currently exploring.

She explained that the 'economic and use group' was aiding the Department in determining the size and age of the vehicle parc, future investment patterns, implications for tendered and school services, funding implications, relationships with local authorities and their responsibility for infrastructure and highway improvements. From this there would be a cost-benefit analysis to see what the legislation will cost the industry and assess any benefits through increased returns it may expect.

It was, she said, important that these domestic regulations did not cut across anything brought forward in the EU Bus & Coach Construction Directive. Depending on their own time scale, which keeps sliding, Ann Frye believed the EU could have up to one year to examine and consider the UK proposals - with possible implementation dates being set for the year 2000.

In conclusion, she said that the Act only gave powers to regulate vehicles, not to require local authorities to improve the infrastructure. She said the TPP mechanism (Transport Policies and Programmes), through which the authorities received their improvements funding, would be used to focus their attention on moving access requirements further up the list of priorities. Adding that the biggest successes in trials of accessible services had occurred where there had been a partnership between the operator and the highway authority.

David Quainton
Sales & marketing director,
Plaxton Coach & Bus

Representing the UK's

largest bus and coach builder, David Quainton said that Plaxton was concerned that accessibility should be looked at in a European context. This was because the number of bodybuilders world-wide continued to fall, halving every ten years, and only the largest could afford to comply with the continuous flow of legislation covering topics like noise, emissions, seat belts and passenger survivability.

He maintained that the trend for accessibility and safety should not be complained about as anything making buses and coaches safer was to be encouraged, particularly as this was a strong factor in European markets and increasingly important to markets as far away as Hong Kong. He admitted that foreign governments with positive policies towards public transport were able to foster the production of integral units. While these were expensive to develop, support allowed operators to purchase them in numbers which made possible high volume production runs of standardised vehicles - whereas those building bodies on chassis were always faced with complications through compromises or adapting designs to meet customer demand.

The design of lowfloor buses had so far been carried out with a close reference to DiPTAC recommendations, but impending changes were making it difficult to progress and he felt the company was often 'driving blind'. Making changes to comply with new UK legislation and possibly faced with further changes through European directives in three to four years promoted a high level of uncertainty. He was worried about any legislation which forced the use of accessible buses, or defining specifications without full consultation with the manufacturers. He wanted to avoid further concessions to pressure groups and bring in changes at a measured pace so that the manufacturing industry was not put at a commercial disadvantage. He claimed employment in British industry was just as important as accessibility.

It was important, he said, for Plaxton to build buses and coaches that their customers wanted to buy and

which they could operate profitably. This stemmed, he believed, from deregulation and privatisation that had forced operators to insist on value for money, demanding simplified specifications at competitive prices. He observed that continental manufacturers found it practically impossible to de-specify their vehicles to meet the demands of the deregulated UK market.

By way of example, he explained, the majority of UK buses had just one main entry and exit door under the supervision of the driver - competition on routes requiring the collection of as much revenue as possible through the fare box. Centre doors were often regarded as a target for unscrupulous passengers looking to evade fares.



Lowfloor minibuses can be built if front wheel drive is employed.

He felt the price differential for accessible buses could be kept within ten percent of normal vehicles which would encourage their purchase, particularly as evidence pointed to increased ridership. He was concerned that maintenance costs should be kept at similar levels to keep overall costs down.

Turning to double deckers, he indicated it was likely that lowfloor, low-entry double deckers would be seen inside 12 months. Their cost, he confirmed, can be kept within the ten percent additional range but they would require some ingenuity in design and the concept begged clever packaging. He felt the vehicles would need to be longer to retain similar passenger capacity but this would affect the weight and until the UK's restrictive axle weight limit is relaxed in 1999 it would be difficult to progress.

Kneeling suspension was another factor he said needed developing for double deckers. To clarify he explained that if a double decker knelt to the kerb-side only it ran the risk of the

upper deck striking trees or lamp standards. While it was relatively easy to get the bus to kneel on both sides it would be much slower returning to ride height and would require a substantially heavier compressor.

Despite current progress David Quainton inferred that work on the minibus and on coaches would take longer. Admitting that some manufacturers had addressed the problem of fully accessible minibuses, he was critical of front wheel drive packages, claiming they lacked durability and suffered poor adhesion in bad road conditions and when fully laden. Although it was possible to design a rear engined minibus, he said it would have no commonality of parts with anything currently available in the light commercial sector. He added that placing the engine and driveline behind the rear axle made it difficult to keep the length under 8.5 metres - which was where the current midibus started anyway!

In defence of accessible minibuses, he said forcing the pace of change would only make it impossible for manufacturers to respond in time and the victims would be the many passengers who currently use minibuses in residential areas. Quantifying this he added that the minibus had been a direct product of deregulation which had given mobility to hundreds of thousands of British people and should not be taken away.

Turning to the European Bus Directive, he said two areas caused great concern. One was the proposal that vehicles carrying from 71 to 100 passengers would require two main passenger doors, a move which would lose seating and force more passengers to travel in an inherently less safe standing environment. The other was the requirement for a second kerb-side door on coaches carrying over 46 passengers, a move that, in combination with increased seat spacing would force a dramatic seating reduction in full sized coaches.

Regarding coach accessibility, he maintained it was difficult to decide on a good location for wheelchair access. He acknowledged the social argument for sharing an entrance with ambulant

Conference

passengers but said the entrance area was too small for a suitable lift and the turn through 90 degrees into the saloon would be difficult. Centre or rear wheelchair access would mean the driver having to leave his seat, and possibly an unattended cash tray. He would also need specialist training.

He was also sceptical of suggestions to employ easily removable seats or install sliding seats that could make additional space because modern designs of double reclining coach seat were substantially engineered to withstand impact and had to be securely fixed to the floor and sides of the coach - in compliance with other European legislation which intended they would be a fairly permanent fixture. Also, in providing wheelchair access to a toilet it was conceivable that up to one quarter of the coach seating could be lost. And because it would be impractical to carry the passenger to the toilet whilst the coach was in motion it

would force unscheduled stops.

He considered that as it was impossible to stop on motorway hard shoulders the coach would need to find the next service area which would mean the passenger could be taken off and removed to accessible toilets there. Another serious point he raised concerned emergency procedures and would it be acceptable to attempt to get 50 able bodied passengers off the coach first or make them wait until the disabled passenger was removed. Who would take



Kneeling suspension will need to operate on both sides of a double decker bus.

that decision and be responsible for any actions?

It was obvious, he claimed, that coach operating costs would rise as a consequence of forcing accessibility and with express services running at marginal profitability, carrying passengers like students and the elderly on limited budgets, he questioned the ability of these people to enjoy continued regular, reliable and safe services. He was not confident that moves to allow longer coaches provided a satisfactory answer. They would be expensive and use more fuel, he believed, without being able to offer any more competitive level of fares than was currently available. He also saw no way of cascading them into the existing fleet unless laws were changed to allow their use - a factor, he thought, that would kill the 15 metre concept stone dead.

Returning to bus matters, David Quainton insisted that for the lowfloor proposals to succeed it was essential that

the Government work towards changing the attitude of the public towards public transport - increasing revenue and profitability for operators. A great deal would also need to be done to improve existing infrastructure, ensuring vehicles could make the best use of their new facilities.

He said that manufacturers would prefer to install simple mechanical ramps at the front entrance and directly under the control of the driver, although these ramps were not safe unless the vehicle could kneel to 250mm from the ground. He was also concerned that certifying officers were demanding that sensitive edges be fitted. He claimed that in practice these had proved totally unreliable and when they failed it prevented the bus from kneeling.

In conclusion, David Quainton said that manufacturers had proved they could develop accessible buses and the results would be seen in more and more

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Conference

British towns over the next few months. Plaxton was aware that lowfloor buses offered disabled and other important groups of passengers some major advantages but pleaded for the industry to be fully consulted about any plans to make their use obligatory and for legislators to make accessibility equally applicable to bus stops and terminals.

Adrian Wickens
Volvo Bus

Adrian Wickens pointed out that the Act was only one factor affecting modern bus design and was optimistic about the possibilities for innovation which would occur once the gross vehicle weight was increased to 18 tonnes. He said that up until now, access had meant lowfloor, but this was not going to be the case, and he was disappointed that Accessibility Standards did not call for lowfloor buses but would allow high floored vehicles rendered accessible by the installation of a lift.



Wheelchair bound passengers will require a central cushion to absorb minor impact shock.

This, he felt would just perpetuate the use of non-accessible buses in competition with accessible ones and that 'nasty' retrofit updates would only damage the image of the industry. He compared the likely scenario with the current rush to implement retrofitted seat belts as an example of extreme reaction to legislative developments. Essentially he advocated the killing off of conventional vehicles and the evolution of new super-buses, which with Euro 3 engines, 18 tonnes permitted GVW, accessibility and 2.55 metres width stood a chance of making buses the Mode of Choice.

Conclusion

The conference offered operators the opportunity to hear the whole story at a very reasonable cost. It was widely regarded as a success, laying to rest a number of myths surrounding the Act. What did cause operators some concern was that implementation dates remain unclear. Mal McGreavy, engineering director of Ulsterbus, expressed this concern and said he felt the actual definition of accessible buses wanted some clarification. He was sceptical about claims of benefits outweighing costs and was not in favour of installing mechanical ramps. Ulsterbus had ordered 60 lowfloor buses for 1996 but with kneeling suspension only. He said the company would resist centre entrance/exit doors as long as possible so that more seating could be retained and for the odd time a wheelchair passenger may need to board the bus it would be more prudent to carry a portable fold-away ramp.

He was very concerned about the likely effects on the company's inter-urban services and the Goldline express operation. The latter has now expanded to 160 vehicles and at a cost of £10,000 each for accessible conversion plus the loss of passenger seating the operational costs would soar, affecting seat prices and probably reducing ridership. He was unhappy that operators were faced with legislation to enforce accessibility but the same pressures were not being placed on local authorities to ensure improved infrastructure.

Other operators were similarly incensed by the lack of commitment shown by the Act to legislate for better infrastructure and saw the 'accessible future' as just being a cost burden. Coach operators attending were very concerned about the implications for increased operating costs and loss of seating. They saw it as another piece of restrictive legislation which would bite deeper at their resources in a market where it was difficult to achieve the correct rate under normal circumstances.

Report compiled by Martin Cole.

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Alternative Fuels

Gas Powered MetroRiders for Stagecoach Cambus

Last week was 'Don't Choke Britain Week,' which made the introduction of two compressed natural gas powered minibuses in Cambridge particularly timely. Stagecoach Cambus is operating the vehicles on the City Centre Shuttle, a free Monday to Saturday service which operates every ten minutes between 0900 and 1800. Running in an anti-clockwise direction, the service is provided by Stagecoach Cambus under contract to Cambridgeshire County Council. It takes in many of the most important points in the city including the Grafton Centre, the market, and several of the colleges, and enjoys a number of priority measures.

The vehicles used are Optare MetroRiders with Cummins B series engines designed to run exclusively on natural gas. Apart from a discreet filler point at the nearside rear, the vehicles look indistinguishable from any other 8.4m wide bodied MetroRiders with Fastflow doors. Cummins offer two versions of the B series CNG engine of which the larger produces 190bhp. Cambus opted for the downrated alternative which provides a more than adequate 150bhp. Seating 29 with space for seven standees they are the first new Optare products to be delivered to a Stagecoach subsidiary, though there are quite a number of similar diesel powered vehicles already operating for Cambus and its sister fleet Viscount Travel. Rather than the famous white with orange, red and blue stripes, both vehicles have dedicated liveries in yellow and green and Irish registration plates with the appropriate letters GAZ.

Speaking at a launch held within the city's famous Kings



One of the most impressive aspects of the CNG MetroRider is that the gas tanks are concealed beneath the floor and there is no unsightly bulge on the roof.

College, Joe Gluza, chairman of Cambridgeshire County Council, said that Cambridge had been built for horses and that having cleaned up the old buildings which had been stained by pollution over the years the city would like them to stay clean. He referred to attempts made 18 months ago to introduce more environmentally friendly bus services using minibuses with clean burn engines.

Brian Souter, executive chairman of Stagecoach Hold-

ings Ltd, the parent company of Stagecoach Cambus, said that there was a great deal to recommend CNG powered buses. There was, he said, 'No toxic smoke or fumes, the vehicle was less of a headache for engineers, it was not noisy, and it will never run out of diesel.' He recalled a time when he was living in Glasgow and his shilling-in-the-slot gas meter was replaced with a new one. He put 50 pence in it in 1976 and didn't receive another bill

until 1979. 'I hope the same man has installed our new system,' he said.

On a more serious note he expressed the belief that we all have a responsibility to the environment and that, 'We won't save the earth by holding conferences.' He added, 'Public transport not only needs to be more accessible, it needs to be more acceptable.' The co-operation between his company and Cambridge County Council was, he said, 'an excellent example of public and private partnership.' Brian Souter said local authorities had to set up the right framework for public transport and he praised Cambridge CC for doing so, at the same time pledging to support them. He also praised Optare for producing a vehicle which looked good and did not have unsightly tanks on the roof, and British Gas for investing substantial funds in the new technology. In conclusion he said that he hoped this partnership would be the first of many.

To experience the vehicles in action the launch party, guests and press were taken on a couple of laps of the City Centre Shuttle route on the new buses. To the average passenger little difference other than the reduced noise level would have been apparent. One noise I was unaccustomed to hearing was a slight fluttering noise caused by the air being blown off from the air-tanks when they were full, this being necessary because the compressor operates continually while the vehicle is in service.

John Steel, managing director of Stagecoach Cambus, said that the company's experiences with vehicles fitted with catalytic converters



John Steel, Joe Gluza, Brian Souter, Martin Carroll and Russell Richardson celebrate the launch of the vehicles.

Alternative Fuels

and regenerative traps had not been as successful as had been hoped, and it was now one of the first to go on to the next stage. Adding a little more detail to promises of other new buses for the area made previously by Brian Souter he said Stagecoach Cambus would place at least 47 new vehicles on the road in the coming 12 months all of which would be to Euro 2 standard. On top of this £250,000 was being spent on new ticketing equipment. On a more critical note he said that Cambridge had just gained its first new bus lane for ten years and while he praised the opening of a new Park & Ride scheme on Manningly Road he noted that there were no bus priority measures to assist the buses operating it.

Martin Carroll of British Gas drew attention to the new Gas Station initiative from British Gas under which partnerships are formed with operators. British Gas designs, builds and maintains gas stations for bus (and other) operators who in return sign contracts to buy an agreed amount of gas over a period. He hoped this initiative would encourage more operators to try CNG as a fuel.

Mike Sharpe of director of transportation for the County Council said that the scheme aptly demonstrates the commitment of Cambridge C.C. to a transport policy based on public transport. He said that four Park & Ride schemes were being opened at a cost of £2 million each and there was also a need for more bus lanes. He mentioned the likelihood of the first new railway station in the county for many years being opened in the near future and said, 'who knows, perhaps Stagecoach will be running the trains.'

'It is not just about the kit,'



Appropriate GAZ personalised registrations have been acquired for each of the Compressed Natural Gas powered MetroRiders.

he said, 'the marketing of public transport is extremely important.' To this end a city centre partnership involving councils, commercial interests and Cambus had been set up in order to try and develop a marketing plan. The aim was to try and lift public awareness of the bus.

Lord Mayor of Cambridge, Councillor John Durrant, said that the venture showed companies can be commercially successful and environmentally sound and added that it marked another step on the road to an environmentally sound transportation policy.

Among those attending the launch were quite a num-

ber of senior bus company managers which suggests that the idea of CNG powered buses is now being taken very seriously. Among those I spoke to was Paul Shepherd, engineering director of Reading Buses which is a company with a history of trying out more environmentally friendly fuels. Having already operated a CNG fuelled bus with a Rover engine Reading took delivery of a bus similar to

the Cambus vehicles last month. Paul reported that though there had been some initial problems with oxygen sensors he was hopeful that these had now been sorted out. He argued that it was wise to start gaining experience of other fuel types because sooner or later the diesel engine would become unacceptable.

Another operator, Roger Thompson of Guide Friday, already has considerable experience of converting and operating gas buses, though his company has opted for LPG rather than CNG. In addition to converting some of its own fleet Guide Friday also offers to convert any type of naturally aspirated engine to run on LPG for other operators. Among its customers is another Stagecoach company, Midland Red South which has had two DAF powered Nationals thus converted. He felt that the biggest problem for both CNG and LPG was the quantity of fuel that could be carried.

By Stuart Jones.



In the past the City Centre Shuttle has been operated with MCW built MetroRiders featuring Johnson Matthey catalytic converters.



A variety of environmentally friendly transport options are encouraged in Cambridge.

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Vehicle Launch

RH2000 lifts off

Robin Hood Vehicle Industries has launched the RH2000 minicoach, a completely redesigned and reworked version of the Cacclamali Ibis. The new vehicle is built entirely in the UK at the RHVI premises in Eastleigh and apart from styling similarities, it bears little resemblance to Cacclamali's coachbuilt offering.

Robbie Hood confirmed that RHVI would still be maintaining a working relationship with Cacclamali over the supply of its Tema conversions and some other products because they were 'priced right' and of comparable quality to UK conversions. The import of the Ibis, has however, been discontinued.

Dave Bishop, a partner in RHVI, said: 'What we have done is to improve the original design by lowering the floor height by two and a half inches, and consequently the step heights. We have increased the boot space and put on a completely new front end which is hinged for access to the engine and carries improved lights. Basically we have addressed all the minor problems that were associated with the Ibis and we have developed a production system which will give us consistency, not only in the component parts, but in the build quality too.'

Robbie Hood added, 'Apart from a similar appearance there is no longer a real relationship with the original. The framing and structure have been totally redesigned and the frame is much stronger now as well as easier and quicker to assemble. The roof structure itself is much stronger than it was before because it carries a special nine inch cant rail section which does not crush. We also make use of fire-resistant foam spraying and cavity injection. It has terrific insulation and sound deadening properties and once it has set it provides additional structural rigidity. A lot of the improvements we have made



The new RH2000 based on a Mercedes Benz 814D chassis which has been delivered to Buddens of Romsey.

have added to overall safety for passengers.'

Apart from the very distinctive looks of the RH2000, its most striking feature is the front section which incorporates both the bonnet and windscreen and is hinged at the top. This allows the whole front to be raised and gives unsurpassed access to the engine compartment for daily checks or maintenance. The headlamps have been replaced by Ford Escort units, making it easy to find replacements at relatively inexpensive prices. The bonnet and screen unit seals effectively against water ingress and does not vibrate. It also gives the driver very good vision without obvious or distracting blind spots. Although some consideration had to be given to redesigning a suitable demisting system, it works very well.

The wiring system is now

completely loomed for ease of installation. Subsequent alterations to original specification or changes to orders in build are now more easily catered for because any necessary wiring is already in place. The changes in the RH2000's construction have also made it possible for better access to be provided to pipes and hoses. Robbie explained, 'The idea was to make it easy for people anywhere to effect repairs if they need to. The design is virtually integral and we don't really need the chassis until the last moment. The sectionalised construction technique interlocks the components together and it would be very difficult to put together incorrectly.'

Also impressive is the cavernous boot space available on conventionally seated versions and, only slightly, reduced space where full sized Shades toilets are

included in the specification. Additional luggage space is provided by side lockers which extend from behind the power plug door to the rear axle. The maximum amount of free space has been built into these and they are capable of storing items like skis. For those requiring air conditioning systems, Sutrak has developed a special unit which houses the condenser unit under the chassis behind the rear axle. The unit is self contained to prevent water or dirt ingress and has improved weight distribution by taking some of the weight off the front axle.

Dave Bishop said, 'The vehicle was giving us a few problems with its weight, particularly over the front axle. The repositioning of the air conditioning has transferred the balance favourably. It gave us more scope to play with specification details and because it is underneath - not plonked on the roof - it has assisted in giving better tilt test results.'

Robbie added, 'The development work and assistance provided by Sutrak has been outstanding and is quite typical of how other companies have been most helpful in the development of this new coach. PSV Glass were superb in their efforts to find a really good quality floated glass. I know they travelled to many countries to find a source. Similarly, Shades were really on the ball and they have been very helpful as well as competent and inventive. Even companies that supply wiper motors or blades have been just as forthcoming. I can't remember offhand just how many have contributed to the success of this project but they have all played a vital part and we are greatly indebted to them.'

'Another area where a vast improvement was made concerned saloon heating. The previous system employed a huge skirting moulding which was not only intrusive to the passenger's



The unique hinged front may seem a little dramatic but it allows unsurpassed access to the engine bay.

Vehicle Launch

foot area but had so much volume the system could not exhaust the heat efficiently. All the heated air was effectively trapped inside and it took a long time to warm the saloon because the system could not drive it out. We now have a much slimmer ducting which is actually balanced to the heater output, giving vastly improved circulation and very quick warming up times.'

'We have also turned to Becker for the audio systems because they are producing some very impressive equipment. Not only is the sound quality superb but the system is very advanced. They supply a single aerial which is based on fibre-optic technology and this can receive all the signal types for radio, TV and mobile telephones and handles digital frequencies as well. In conjunction with Nokia monitors the TV reception is brilliant and their video players are equally impressive.'

The first RH2000 had been delivered to Wings of Uxbridge, the first of two vehicles, and the minicoach B&CB examined was delivered



Seating chosen by Buddens looks very slim but the moulded forms were very comfortable. With 25 seats the RH2000 offers very generous legroom.

shortly afterwards to Buddens of Romsey. Wings specified a Mercedes Benz 814D to full executive standards with just 16 seats, leather trim, air conditioning and three monitors plus a Shades servery and toilet. Buddens ordered a Mercedes 814D but equipped with 25 Gibicar recliners, seat belts, a courier seat, a Becker audio/PA system and a



The rear boot space is enormous.

TV/video installation. It was also fitted with Sutrak air conditioning and Webasto ducted heating.

A brief spell behind the wheel of the Buddens vehicle proved that vision for the driver was very good and the ride comfort suitably improved by the inclusion of the six speed manual gearbox. Conventional mirrors offered adequate rear vision but later versions of the RH2000 will feature the popular 'preying mantis' style of moulded mirror arm. Passenger comfort too was more than acceptable with the slim seats offering far greater support than their appearance would suggest. With only 25 seats the legroom was very generous, as was the gangway width. Although the conventionally sprung 814D did transmit vibration to the body, the weight of the coachbuilt unit is sufficient to dampen the effect so that it is less intrusive than on many other 814D minicoaches. The imminent arrival of the uprated Mercedes T2 range, with air suspension, will further enhance the ride.

Inside the saloon, moquette trim was used extensively, covering the roof panels and the underside of the parcel racks, in addition to the sidewalls. Continuous strip lighting is moulded into the parcel rack assemblies and these units can be equipped with locker doors if required. The power plug door seals effectively and is controlled by microswitches which incorporate interlock features to prevent the vehicle pulling off with the door open.

Robbie Hood is aiming to produce vehicles of the highest quality. He said, 'Everybody looks to the Kassbohrer Setra in full sized coaches as being the ultimate goal, and

that is the sort of quality standard that we ultimately want to achieve.' Fred Gritt of Wings Coaches believes that RHVI already has and is prepared to be quoted on it. Others will be able to judge for themselves later this year at Expocoach '96 where demonstrators are to be made available for viewing and test drives.

The RH2000 has taken what was an exciting concept and made it a more practical and functional tool. It offers considerable style and plenty of well thought out features. It is strong, has plenty of luggage space and a range of specification options to satisfy all minicoach requirements. On paper and on initial examination it compares well with other coachbuilt vehicles in its class. It is hoped that it will win custom in the market sector dominated by the Toyota Optimo because of its seating capacity, luggage space and because there is no space lost through engine cowl intrusion.



A separate driver's entrance door is retained.

The RH2000 will take time to reach the same stage of development as The Toyota Optimo but it does have the option of being available on Iveco or Mercedes chassis. The Iveco option should offer a cost advantage, while the Mercedes is a favoured chassis by a great many operators of smaller vehicles.

From what B&CB has seen of the RH2000's evolution it appears that a very serious attempt has been made to engineer a product which meets the demands of the most exacting customer. It has cost the company a great deal of money to design and implement all the alterations but it seems that the effort has been worthwhile. Caccia-mali's Ibis impressed when it first appeared but it did have faults. Now these faults have been addressed and many new ideas put into effect the RH2000 would appear to offer a great deal to those seeking a quality minicoach.

By Martin Cole.

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 '87 SCANIA K112 PLAXTON 4000, 73 R + C, video/monitor, toilet, Webasto
 '87 SCANIA K112 PLAXTON 3500, 49 R + C, toilet, drinks
 '89 DAF DH TD DUPL 320, 53 seats + C, toilet
 '88 DENNIS JAVELIN PLAXTON 3200, 49 R + C, toilet, retarder
 '88 SCANIA K112 PLAXTON 3500, 49 R + C, toilet, video monitor
 '88 VOLVO B10M PLAXTON 3500, 49 R + C, toilet, video/monitor
 '90 SCANIA K113 VAN HOOL ALIZEE SH, 49 R + C, toilet, video/monitor, fridge
 '90 SCANIA K93 PLAXTON 3200 L/D, 53 R + C, radio/PA/cassette
 '92 SCANIA K93 DUPL 320, 55 seats + C, toilet, drinks
 '91 LEYLAND TIGER CUMMINS PLAXTON 3500, 53R + C, retarder, radio, P/A, cassette
 '93 VOLVO B10M JONCKHEERE DEAUVILLE, 49 R + C, toilet, R/P/C

PHONE:

01909

500822



SCANIA

FAX:

01909

500165

Scania Bus and Coach UK Ltd, Claylands Avenue, Worksop, Nottinghamshire S81 7DJ

1986 SCANIA JONCKHEERE P599

74 seat Executive, new engine, clutch and gearbox, fitted by Scania, all still under warranty, interior refurbished, drinks, video (2), toilet, taxed and tested Nov 96 Kept to our usual high standards.

Sold with work if required
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New coaches force sale

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363/6350/FC

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1981 (W) WILLOWBROOK, 49 seats, full year test...**£5000 ono**

Will P/X for Tiger coach, cash either way

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N REG LDV 400 XL WB 2.5 DIESEL

14 M2 tested seats with seatbelts, wheelchair lift, radio/cassette, full saloon heating & air conditioning, vehicle painted in two pack process, one colour

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1985 BEDFORD MAXETA, 34 seater, Turbo 500, Allison Automatic, test 5/97

.....**£6,750 + VAT**

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.....**£4,950 + VAT**

1977 LEYLAND LEOPARD PLAXTON, 50 seater, Volvo/Leyland, reconditioned engine, test to 2/97

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VAN HOOL ACRON MAN 300HP

49R seats & courier, toilet, drinks, TV, video, mint condition, recent overhaul. Best in the North.

MUST BE SEEN

£35,000 ono

016973 71431

Cumbria 363/6510/FC

MERCEDES 609 DUAL PURPOSE 1989, 19 seater, MoT Aug '96...**£12,000 + VAT**

MERCEDES 709 DUAL PURPOSE 1995, 29 seater, MoT Jan '97...**£37,000 + VAT**

MERCEDES 609 1990, luxury 24 seater...**£17,000 + VAT**

MERCEDES 608, 20 seater, MoT May '97...**£3,500 + VAT**

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363/6196/FC

THE FOLLOWING BUSES ARE IMMEDIATELY AVAILABLE:

1976 (R) BRISTOL LHS, Narrow, 30 seats. MoT expired

1974 (N) BRISTOL LHS, Narrow, 35 seats. MoT until August

1973 (M) BRISTOL LHS, Standard, 35 seats. MoT expired

1974 (N) BEDFORD YRQ, Standard, 45 seats. MoT expired

£2,000 + VAT each

Truronian Ltd

24 Lemon Street, TRURO TR1 2LS

(01872) 73453

363/6176/FC



1980 FORD DUPL DOMINANT II

Good condition, 11 months MoT

£2,000 plus VAT

CONTACT:

JAMES CROOK WILLIAMS

TEL: 01787 313519

363/6271/FC

G TALBOT EXPRESS TRIAXLE TURBO DIESEL

18/20 seat with belts, PSV spec, 1 owner, minibuses selection of 3

£9995 + VAT

Finance available

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Bristol 0117 9555525

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363/6320/FC

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1988 VOLVO VAN HOOL

49-53 seater, demountable, centre toilet, new TV/video, radio cassette, PA system, drinks, boiler, drivers bunk, Volvo warranty on engine, painted all white, excellent condition throughout

£68,000 + VAT

TEL 01368 863455

363/6342/FC

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419690

363/6317/FC

FORECOURT

THE GO AHEAD GROUP NORTH EAST LEYLAND TIGERS

APRIL 1989

Plaxton Paramount 3500, 49 seats, toilet/servery unit, television, re-painted white. ZF manual gearbox, long tests, choice of 2.

£45,000 each plus VAT

Telephone: David Slater —

0191 3881109

363/6362/FC



VAN HOOL ACE

1986 DAF SB2300 TURBO

Exec mini-coach, 32 full size rec, toilet, wc, drinks, TV, video, radio, stereo, forced air, courier seat, ready for work

£39,500 ono + VAT

01786 816627 0836 222098



SCANIA K112

JONCKHEERE P599

49/51 rec, centre sunken toilet, continental door, wc, drinks, double monitors & video, radio, PA, double glazed, driver's bunk, MoT & taxed November

£38,500 ono + VAT

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1981 BEDFORD 49 SEATER, reconditioned engine, good condition £4,500
1987 MERCEDES 16 SEATER 508D, later shape, new test if required, good condition £5,950
D REG FREIGHT ROVER 16 SEAT SERVICE BUS, with coach seats, rebuilt engine and respray £2,200
G REG FREIGHT ROVER 16 SEAT FACTORY BUS, with 3 point seatbelts, good condition £3,950
1985 BEDFORD LAZER, vgc throughout £16,000

WHEELCHAIR ACCESSIBLE

H REG LDV, Dormobile body, genuine 50,000 miles, wheelchair accessible with seatbelts, first class condition £9,000
B REG MERCEDES 20 SEATER, with wheelchair lift, 11 months test, new seats + seatbelts, vgc £5,750 ono

01782 596595 363/6521/FC



1989 F REGISTERED COACH

Lag Panoramic, 32 seats with tables/ 46 seater executive coach comprising: toilet, TV/video, kitchen servery area, optics, fridge, plated until April 1997

£57,500 plus VAT

Part exchange of smaller coach may be considered For full details please contact Clifford on

0181 985 4411

363/6310/FC

1988 OPTARE CITY PACER VW 550, manual, 25 seater + 8 standees, MoT Jan '97, very clean, one owner £3,750 ONO + VAT
1977 VOLVO B58 PLAXTON SUPREME, 53 seats, air door, new Paramount front, complete re-panelled all round, long MoT, a gift at £6,950 ONO + VAT
1980 LEYLAND LEOPARD PLAXTON SUPREME, 57 seats, new floor and complete re-panelled, long MoT £8,950 ONO + VAT

All Coaches are in Outstanding Order

Tel: 0161 789 4545 Daytime
0161 969 9660 Evenings

363/6364/FC

V REG DAF MB200 PLAXTON SUPREME

57 seater, MoT Feb '97, exterior white

£7,000 + VAT

Tel: 01277 232932

363/6370/FC



LEYLAND CUB

33 seater, interior and seats vgc, MoT'd to Oct

£3,500 + VAT OVNO

Tel: 01935 27556

363/6530/FC

Richard Long of ISLE OF WIGHT SERVICES

sold his Mercedes to the first person who saw the vehicle. He had over 20 phonecalls in 48 hours.

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MAKE	MODEL	BODY	SEATS	BUS ON COACH	YEAR	MoT	PRICE
MERC	609	R/Burgess	SOLD	Coach	Feb 87	March 97	£11,500
MERC	709	R/Burgess	19	Coach	March 87	Jan 97	£12,000
MERC	811	Coachcraft	24	Coach	Jan 88	Feb 97	£13,500
MERC	609	R/Burgess	23	Coach	Apr 88	May 97	£13,000
MERC	609	R/Burgess	23	Coach	June 88	June 96	£13,000
MERC	609	Advance	20	Coach	Aug 88	July 96	SOLD
MERC	507	R/Burgess	16	Coach	Nov 88	Aug 96	£8,750
MERC	609	M2M	24	Coach	Jan 89	Oct 96	£13,500
MERC	407	R/Burgess	SOLD	Coach	Mar 89	May 97	£8,000
MERC	609	Alexander	24	Coach	Apr 89	May 97	£13,500
MERC	609	R/Burgess	20	Bus + 6	Sept 89	June 96	£14,000
IVECO	49.10	Robin Hood	25	Bus + 6	July 87	May 97	£5,750
IVECO	49.10	Carlyle	25	Bus + 8	Nov 90	Oct 96	£9,500

ALL VEHICLES IN VERY GOOD CONDITION — PART EX CONSIDERED ON POST 94 MERCE
All Prices Reduced

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1986 MERCEDES 608D SERVICE BUS

20 seats/new test, painted in white
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CW8 3PX

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363/6387/FC



1988/9 (E/F/G) FREIGHT ROVER SHERPA, 20 seat buses, Carlyle Mark II bodywork, power doors, new MoT's, beige or grey interiors, fully prepared for service, excellent value from just £3,495 PLUS VAT. LICENCED CREDIT BROKER, TRADE-IN WELCOME. TELEPHONE HOUSTON RAMM ON ROCHDALE (01706) 750570 ANYTIME.



1989 (F) DODGE S56 Mark II 23/25 SEAT SERVICE BUSES, Northern Counties bodywork, power door, luggage pen, Autolube, retarder, disc brakes, automatic gearbox, very good condition, choice at £5,695 PLUS VAT. LICENCED CREDIT BROKER, TRADE-IN WELCOME. TELEPHONE HOUSTON RAMM ON (01706) 750570 ANYTIME.



1988 (E) FREIGHT ROVER DIESEL/5-SPEED 16-SEAT COACH, Elme luxury bodywork with coach seats, armrests, magazine nets, luggage racks and an exceptionally large boot, plus power door and spare wheel carrier. Exceptionally versatile vehicle at just £4,995 PLUS VAT. LICENCED CREDIT BROKER, TRADE-IN WELCOME. TELEPHONE HOUSTON RAMM ON (01706) 750570 ANYTIME.



1988 (E) FREIGHT ROVER DIESEL/5-SPEED 16 SEAT COACH, Carlyle Mark II bodywork with coach seats, power door, new MoT, lap belts and twin full-height rear luggage pens, radio/cassette and centre gangway carpet. Ideal vehicle for Airport work, etc at just £4,995 PLUS VAT INCLUDING RESPRAY IN ANY ONE COLOUR. LICENCED CREDIT BROKER, TRADE-IN WELCOME. TELEPHONE HOUSTON RAMM ON (01706) 750570 ANYTIME.



1988 (F) FORD TRANSIT PETROL 11-SEAT SWB PSV MINIBUS, green exterior, 5-speed gearbox, radio/cassette, new PSV MoT. Trade-in bargain at £2,395 PLUS VAT. LICENCED CREDIT BROKER, TRADE-IN CONSIDERED. TELEPHONE HOUSTON RAMM ON (01706) 750570 ANYTIME.



1986/7 (D) IVECO 49.10 ROBIN HOOD 19/21 SEATER BUSES, manual or automatic gearboxes, power doors, some with luggage pens/saloon heaters, all with new MoT's. Excellent from just £3,995 PLUS VAT. LICENCED CREDIT BROKER, TRADE-IN WELCOME. TELEPHONE HOUSTON RAMM ON (01706) 750570 ANYTIME.



1986 (C) LEYLAND CUB CU435 33-SEAT BUS, Optare bodywork with brown moquette seats, Allison automatic gearbox, power door, power steering, very rare vehicle, one only at just £4,495 PLUS VAT. LICENCED CREDIT BROKER, TRADE-IN WELCOME. TELEPHONE HOUSTON RAMM ON (01706) 750570 ANYTIME.



1981 (W) MERCEDES 608D REEVE BURGESS 19-SEAT COACH, MoT 24/11/96, red striped moquette interior, luggage racks, very good runner, trade-in bargain at just £1,695 PLUS VAT. LICENCED CREDIT BROKER, TRADE-IN WELCOME. TELEPHONE HOUSTON RAMM ON (01706) 750570 ANYTIME.

363/6278/FC

FORECOURT

PRIORY COACH SALES

1988 BOVA FUTURA FHD, 49 seats with toilet, drinks machine, video, MoT July '96 (New MoT possible), VGC £70,000

1983 BOVA EUROPA, 53 seats, MoT Aug '96, (New MoT possible) £16,500

1976 LEYLAND LEOPARD DUPE, 47 seats, MoT July '96, plain white exterior £1,500

1975 FORD WILLOWBROOK BUS, 54 seats, MoT Nov '96 £1,250

1976 BEDFORD YRQ DOMINANT I, 45 seats, MoT Feb '97 £2,250

1979 FORD DOMINANT II, 53 seater, MoT Feb '97 £3,950

1980 FORD DUPE II, MoT Dec '96 £4,750

1976 LEYLAND LEOPARD, 53 seats, MoT Sept '96, blown engine £750

1977 FORD PLAXTON, no MoT, drive away £750

ALL ABOVE PLUS VAT; ONO; PART EXCHANGES — ANYTHING! TRY US MUST SELL — SPACE REQUIRED DUE TO A NON UNDERSTANDING LOCAL COUNCIL

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FAX 01705 523050

362/6187/FC

FOR SALE

1989 (G) MERCEDES 811D EUROPA — 23 seat mini coach, curtains, Blaupunkt stereo/PA, seat belts, tested Oct 1996 Price: £17,500

1989 (G) MERCEDES 811D OPTAIRE STARRIDER — 29 seat midi coach, Blaupunkt stereo/PA, curtains, seat belts, tested April 1997 ... Price: £23,500

1985 (B) VOLVO B10M (AUTO) PLAXTON PARAMOUNT 3500 — 53 reclining seats, express blinds, radio PA, courier seat, aisle carpet, choice of two tested, July 1996/March 1997 Price: £24,000 each

1984 (A) DAF SB 2300 PLAXTON PARAMOUNT 3200 — 53 seats, curtains, stereo/PA, tested February 1997 Price: £17,500

1985 (C) DAF SB 2300 PLAXTON PARAMOUNT 3200 — 57 seats, curtains, stereo/PA, tested October 1996 Price: £26,000

FOR FURTHER DETAILS OR APPOINTMENT TO VIEW
TELEPHONE ROB MILLEA (01923) 210039

Brents Travel Group, Brents House, Greenhill Crescent, Watford
Business Park, Watford, Herts. WD1 8QU

363/6338/FC

FOR SALE

VAN ROOJEN ODESSY

49 seater executive coach, TV/video, drivers double bunk, toilet, servery, cool box, over £10,000 spent on this coach in last 12 months
Daff Running Gear 2300SB
1987, Tested June '97

£21,500 onvo plus VAT
priced to be sold

Tel: 0161 764 4747

363/6358/FC

1989 LEYLAND TIGER DUPE 340, Cummins, 2F manual, 53 recliners + o/s sunken toilet, Telma, radio & PA, double glazing, rear continental door, crew seat £54,500 ono + VAT

1989 LEYLAND TIGER DUPE 320, TL11, 2F manual, 55 reclining seats, Telma, double glazing, radio & PA, crew seat £52,500 ono + VAT

1994 MERCEDES 7090, Autobus Classique, 25 seater + 13 standees, luggage pen, DIPTAC spec, excellent condition £32,750 + VAT

1995 FORD ESCORT 1.8 TD, 4 door saloon, burgundy, stereo, air bag, PAS, 19,800 miles, FSH, immaculate throughout £7,495

1995 AUDI 80 1.9 TDI SE Estate, laser red, anthracite interior, PAS, air bag, sunroof, alloys, CD player, 13,500 miles, nice looking car. £18,450

FOR MORE DETAILS ON THE ABOVE VEHICLES AND AN APPOINTMENT TO VIEW, PHONE ANDY JAMES ON

01666 505585

363/6285/FC

1979 VOLVO DOM II, 53 seater, semi auto, power door, MoT Sept 96 £6,650

1979 VOLVO PLAXTON, 53 seater, 6 speed, ZF, power door, Class 5 MoT Dec 96 £6,650

1978 VOLVO PLAXTON, 53 seater, semi auto, power door, MoT July 97 £6,650

All in daily use + VAT

Phone David Brown,

Crawley

(01293) 521002

363/6375/FC

1980 VOLVO B58, 53 seater coach, tested till Feb '97 £6,500 + VAT

1978 BEDFORD YMT PLAXTON SUPREME, 53 seater coach, MoT till Nov '96 £1,950 + VAT

1982 FIAT BEJA, 18 seater minicoach, tested till Nov '96 £1,850 + VAT

Tel: 01974 298546 (Day)
or
01974 298478 (Eve)

363/6541/FC



DAF PLAXTON 3200 1983 MB200

51 recliners + courier, double glazed, sun dimmed, rear continental door, MoT till late Nov, very good throughout, in stock, white, ready to work

£22,000

Tel: 01227 710493

363/6288/FC

FOOTBALL TEAM COACH

FORMERLY OWNED BY NOTT'M FOREST FC

1991 (J) VOLVO B10M Mk 11 CAETANO ALGARVE

120,000 miles only from new, with PSV MoT. This very high specification includes 31 seats at tables arranged in two separated areas, each having independent radio/cass/cd systems and shared video play back. A fresh flush, sunken toilet is fitted at the o/s rear, and a fully fitted centrally mounted galley includes ovens, microwave, fridge, hot & chilled water dispenser, with ample storage space. 240 volt electricity is supplied from a 4.5 kva generator. Available with extra seats, this coach is finished in silver, black and maroon, with silver foiled windows. Maintained to a very high standard, viewing is essential to appreciate this highly specified unique coach.

ON OFFER AT £84,950 + VAT

Contact Roger Frazer, Chauffeurline Ltd

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363/6385/FC



1987 IVECO 4910 SERVICE BUS

19 seats with 6 standees, taxed & tested Phone

Martins of Cheshire Ltd

Used Bus and Coach Distributors
Varrington Road,
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CW8 3PX

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363/6386/FC

Mark Stringer from Stringers Coaches

sold his
Bedford YNV
after 3 calls in
Bus & Coach Buyer
in the first week

1991 LEYLAND DAF, 16 seater, Hi-Top factory conversion PSV, tested till March '97, good clean condition. £4,950 + VAT ONO

1987 FREIGHT ROVER CARLISE MARK I, 20 custom-built HB coach seats, power door, TRANSIT 2.5 DI Engine, 5 speed gear box, tested till Dec '96, clean & economical. £4,750 + VAT ONO

TEL: 01740 653 648

363/6331/FC

BEDFORD

1980 YLQ Dominant 2

45 seats, MoT 11/95

£3,250 + VAT ono

Tel: 0585 838989
(Kent)

363/6390/FC

1989 F REG BERKHOF

EXCELLENCE 2000

76 seats, 4 tables, double glazed, full executive, 3 monitors, stereo, fridge, coffee machine, toilet, full PA system including CD player, new tyres, owner driven

£70,000 ono + VAT

Some Work Available

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Tel Eves: 0191 414 2384

363/6367/FC

1989 DAF SB3000 VAN HOOL LOW DRIVER, 51 recliners + courier, demountable toilet, bunk, fridge, hot water, radio PA, 20in monitor video, double glazed, ABS, private plate plus more £89,950 + VAT
1988 PLAXTON 3200 DENNIS JAVELIN, 49 recliners + courier, just retrimmed, toilet, continental door, aircraft lockers, radio PA, video monitor, coffee machine, servery, bunk, Telma, ABS, ferry lift, curtains etc. £50,000 + VAT
1991 PLAXTON 3200 DENNIS JAVELIN LOW DRIVER, 51 recliners + courier, toilet, Telma, radio/PA, TV/video, coffee machine, double glazed, curtains, continental door, ferry lift etc. £66,850 + VAT
1994 PREMIER 350 JAVELIN 290 GX, totally as new, toilet (not used), 49 recliners + courier, coffee machine, radio/PA, TV/video, 86,000km £112,500 + VAT

01786 814319 0831 637985

ABSOLUTELY EVERYTHING WORKS ON THESE COACHES

363/6281/FC

1980 BEDFORD DUPE Turbo, 53 seats, 11 months MoT

£5,000 + VAT

1981 BEDFORD DUPE, 45 seats £4,000 + VAT

1976 FORD PLAXTON, 45 seats £2,000 + VAT

SETRA 215 HD 1984, 49 reclining seats, new clutch just fitted £36,500 + VAT

SETRA 215 HR 1990, used on private work, very good condition £78,000 + VAT

All Sold with MoT — Currently in use

Arriving shortly two Volvo B10M's with Hi-Floor Duple Bodies

Tel: 01461 337854

362/6344/FC

1981

LEYLAND LEOPARD

Semi auto, 48 recliners, tinted windows, Express doors, destination gear, speed limiter, MoT July 97, unlettered all white

£5,750 + VAT

Tel 01695 622606

(Lancs)

363/6389/FC

1988 DAF SB 3000 VAN HOOL ALIZEE DH

51 reclining seats, toilet, washroom, TV/video, hot drinks, foot rest, curtains, centre continental door

£62,500

Contact:

Mr N. Macpherson

Tel: 01530 270226

363/6292/FC

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BEDFORD

1986 BEDFORD YNT PLAXTON PARAMOUNT 3200, very clean and tidy, long MoT. £20,000 + VAT. Tel: 01623 650241 or 01623 743845. 363/6520/BED

DOMINANT DUPE T REG, MoT June 1997, taxed, 53 seats, vgc, owner retiring through ill health. £3,250 + VAT. Tel: 01730 815238 (WEST SUSSEX). 363/6248/BED

R REG 53 SEATER COACH PLAXTON SUPREME, Express doors, full year's MoT, excellent runner, very good and straight body. £2,475 ono + VAT. Tel: 01359 240791. 363/6332/BED

BEDFORD YMT DOMINANT II 1977, test Feb '97, tax July, good contract vehicle, very straight. **MAKE A SENSIBLE OFFER.** Tel: 01302 751571. 363/6540/BED

W REG BEDFORD YMT DUPE DOMINANT II, 53 seater, Express doors, this vehicle has had one owner from new and is in very good condition, being tested this week. £3,950 + VAT. Tel: Tunbridge Wells (01892) 833830. 363/6539/BED

BEDFORD (D REG) YMPs, 35 reclining seats, aircraft lockers, tables, very clean and tidy, long MoT. £24,950 + VAT. 0121 558 0087. 363/6290/BED

BOVA

1984 BOVA FUTURA

49 reclining seats, centre sunken toilet and washroom, water boiler, video/radio/cass/PA, courier seat, centre continental door, re-built engine Oct '95, private plate, MoT Feb '97. Good all round condition and ready for work

£30,000 + VAT
Tel: 01376 320501 (Essex) 363/6361/BV

DOUBLE DECKER

1976 DAIMLER FLEETLINE, 76 seats, Gardner engine, MoT Jan '97, good condition. £3,275 + VAT. Tel: 01268 765240 (Essex). 363/6527/DD



DOUBLE DECKERS

DMS Enterprise, B reg, stripped for conversion to exhibition unit. Leyland engine. Sold as seen with class 5 ticket or will finish conversion to your specification. Very rare vehicle

£9,995 + VAT

01702 541511 361/6145/DD

DOUBLE DECKER

DAIMLER FLEET LINES

All in good condition. Maintained to a high standard. All in daily use. Good tickets.

Prices from £2,750 ono
Contact Paul or Alan 0151 448 1464 or 0831 313 740 (mobile); 0585 068 743 (mobile) 6305/DD

DAF

1988 CAETANO ALGARVE DAF SB2300

53 seater luxury coach, usual refinements, owned from new, low mileage, fully maintained to our usual high standard with documentation,

£47,500ono

Hodges Coaches

Tel: (01252) 873131

or (01252) 873989 363/6274/DA

DAF VAN HOOL DH 1989 (F)

49/51 reclining seats, courier seat, re-con ZF & speed g/box, Splitter, exhaust brake, variable top speed limiter, central continental door, centre demountable toilet, water boiler, 20in TV and video player, new Blaupunkt radio/PA system, double glazed, curtains, drivers bunk, telephone, FSH, interior grey, exterior white, MoT April 1997. Exceptional condition throughout

£80,000 363/6374/DA

Tel: 01226 293566

FORD

35 SEATER PLAXTON PARAMOUNT 1984, FORD 360T R1115, recent new test. £16,000 + VAT. Tel: 0151 4311234. 363/6506/FO

BREAKING, Ford Plaxton Supreme. Tel: 01705 580522. 362/6186/FO

1981 FORD R1014 DUPE DOMINANT IV, 45 seater, this unusual and tidy vehicle is in good condition inside and out, to be sold with new MoT. £4,500 + VAT. Tel: Tunbridge Wells 01892 833830. 363/6538/FO

1982 FORD DOMINANT III, 53 seater, above average condition, taxed, 11 months MoT, £5,000. 1980 FORD PLAXTON SUPREME, 53 seater, just been repanelled, taxed, 10 months MoT, above average condition, £4,000. Tel: 01434 322230 or 0589 495184. 363/6369/FO

FORD

FORD TAXIBUS, 8 + wheelchair, now with electric windows, alloy wheels, luggage gate, special offer, three only. Also Tourneo + 14, 15, 16 available now. Blythswood Motors (Glasgow) 0141 221 3165 or 0141 639 6107 (eve) 363/6382/FO

FREIGHT ROVER

1988 E REG FREIGHT ROVER CARLYLE MARK II, 20 seats, destination gear, recent new engine, gearbox and clutch, bodywork in good condition, clean interior, taxed, MoT till July 1997. £3,200 + VAT. Tel: 01267 253464. 363/6199/FR

IVECO

1983 IVECO CAETANO, coach built 18 seat mini coach, long MoT, ready to work, lovely looker. £2,900 + VAT. Tel: 0836 742326. 363/6377/IV

LEYLAND

LEYLAND TIGER CUMMINS L10 PLAXTON PARAMOUNT 3500, 49 + courier, Telma, ABS, Webasto, rear continental door, toilet, drinks, double glazed, aircraft lockers, £56,750 plus VAT. Tel: 01200 26269. 363/6354/LE



LEYLAND NATIONAL II, 52 seats, 0680 engine, newly reconditioned with Warranty, tested 7th Feb '97, ready to work.....£9995 + VAT
FURTHER V REG NATIONAL 1, 52 moquette seats, tested to June '97.....£5250 + VAT
Tel: 01702 541511 (Essex) 363/6529/LE

P TO T REG LEYLAND NATIONAL I, 10.3m and 11.3m, all in excellent condition, priced at £2,000 to £3,000 plus tyres + VAT. Ensign Bus & Coach Ltd. Tel: 01708 631122. Fax: 01708 631086. 363/6363/LE

MAN

1984 MAN 8136 RIVIERA

Reeve Burgess body, 28 seater, recent engine overhaul

£9,000 + VAT

Tel: 01904 400091 363/6536/MN

NEOPLAN

SKYLINER

1987 MERC V10 AUTO

Full Graffiti retrim, 1995, toilet, water boiler, fridge, radio/PA, tinted windows, Webasto, new Michelin tyres, very good condition

£55,000 ono
Chambers

01787 227233 363/6537/NE

LEYLAND

1979 LEOPARD PLAXTON SUPREME IV, fitted with 55 bus seats + 20 standees, OMO drivers cab, destination equipment, ideal schools/service work, choice of three, various MoT's. from £4,000 + VAT. Tel: Tunbridge Wells (01892) 833830. 363/6537/LE

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1984 TIGER PLAXTON 3500, MoT till Nov, good condition, manual gearbox. £25,000 + VAT ono. Tel: 01237 441233. 363/6280/LE



1984 LEYLAND TIGER 245

Semi auto Doyen, integral coachwork, 50 recliners and courier, MoT July '96, very good condition all round.

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363/6376/LE

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2 MERCEDES 709's, 25 seater, REEVES BURGESS, 29 seater Dormobile, each with 1 year's MoT, painted in colours to spec. Tel: 01475 724695. 363/6352/ME

MERCEDES 814L FULL EXECUTIVE COACH 1991 pp

- ★ 6 Cylinder Engine with Rear Air Suspension
- ★ 24 High Back Moquette Seats
- ★ Tables with Lamps
- ★ Curtains
- ★ Forced Air Seat Trays
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POA Tel: 01494 713080 363/6357/ME

MERCEDES G REG 609D, 24 seater, power door, very good condition, long MoT. £16,000 + VAT. Tel: 01303 261870. 363/6326/ME

MERCEDES IMMEDIATE DELIVERY, NEW MERC 814L (609), coach built, 37 seat, lux coach, power door, manual gearbox, air suspension, £79,000, immediate delivery, part ex welcome. Most models from Urban Ranger, 47 + 23 standees, 811 with 33 + 12 standees and 709 29 + 8 standees, also wheelchair models and coach spec vehicles all ex stock for instant delivery, part ex welcome. **Blythswood Motors (Glasgow) 0141 221 3165 or 0141 639 6107 (eve).** 363/6380/ME

MERCEDES 814, 33 coach spec, 4 stair, £56,000. MERCEDES 711, 29 coach spec, £48,000. MERCEDES 711, 25 coach spec, £47,000. MERCEDES 711, 24 coach spec, £43,000. MERCEDES 609, 24 coach spec, £40,000. All luxury spec with p/doors and belts. **MERCEDES SERVICE SPEC 709, 29 + standees, £43,500. MERCEDES SERVICE SPEC 711, 29 + STANDEES, £44,500; MERCEDES SERVICE SPEC 811, 33 + 12, from £50,000.** Also Auto and Telma. **Blythswood Motors (Glasgow). 0141 221 3165 or 0141 639 6107 (eve)** 363/6379/ME

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Turbo, 1988 F,
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26 seats/15 standee's, air
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363/6365/MB

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1982 PLAXTON B10M, 53 seats, belts, Telma, retrimmed, PA, all white, ready to earn sensible money. **£21,950.** **Hunsbury Travel.** **Telephone Northampton 01604 763388, 0589 524436.** 363/6275/VO

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USED SCANIA

1992 K SCANIA K93 PLAXTON PARAMOUNT 3200, 53 recliners, radio/PA/cassette
1990 G SCANIA K113 PLAXTON PARAMOUNT 3500, 53 recliners + courier, double glazed, radio/PA/cassette
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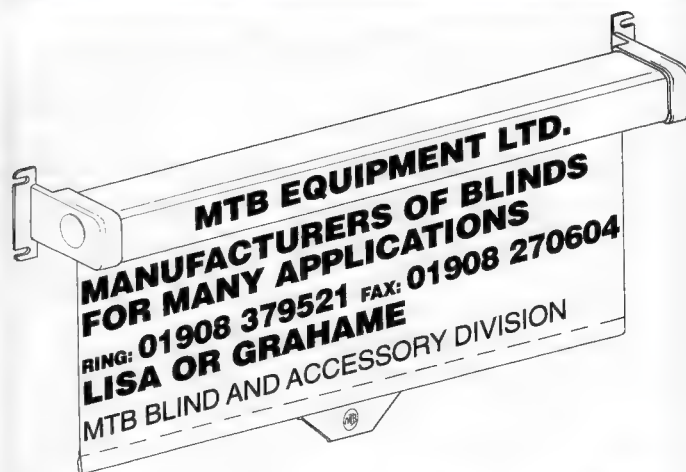
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- 1991 MERCEDES 609, 19 seater, power door
- 1987 B10M PARAMOUNT 3500, 50 seat, toilet, tv, video, new Volvo engine, retrimmed
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1985 (C) BEDFORD YNT DUPL LASER II, 53 seater £15,500

1984 DODGE 100 REEVE BURGESS bus, with 25 coach seats £2,750

1984 BOVA CALYPSO, 53 recliners + crew seat £17,950

1983 MERCEDES 0303 JONCKHEERE BERMUDA, 51 recliners, centre toilet £22,500

1983 DAF MB200 VAN HOOL ALIZEE, 48 recliners, toilet, servery £25,000

1979/80 BEDFORD YMT DUPL DOMINANT II, 53 seaters, POD. Choice from £3,250

363/4370/UN

1985 IVECO BEJA, 18 seats, new clutch, brakes and tyres, long MoT, curtains, recent engine overhaul. £4,500 + VAT ono. 1978 BEDFORD 500 DOMINANT IV, blue engine, 53 seater, long MoT, 2 owners from new. £3,250 + VAT ono. Tel: 01322 661146.

363/6535/UN

1991 J REG, WILLOWBROOK, 53 seat coach, POD, radio, pa, stereo, crew seat, tinted windows, side lockers, air suspension, MoT to September '96, POA. Tel: 01259 216180.

363/6292/UN

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363/6030/BG

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NEW — VOLVO B10M VAN HOOL ALIZEE H, 49 reclining seats, toilet, continental door, fridge, water boiler, courier seat, double glazed side windows with curtains. Interior — grey/mauve; Exterior — white

1994 VOLVO B10M VAN HOOL ALIZEE, 49/53 reclining seats, centre sunken demountable toilet, continental door, double glazed side windows. Exterior — white. MoT September 1996

1993 VOLVO B10M PLAXTON PREMIER 3500, 53 reclining seats, continental door, double glazed side windows. Interior — red; Exterior — white/orange. MoT September 1996.

1990 NEOPLAN SKYLINER, 77 reclining seats, manual gearbox, toilet, fridge, water boiler. Interior — red; Exterior — white

1990 BOVA FUTURA FHD, 49/53 reclining seats, centre sunken toilet, continental door, water boiler, wired for video & monitor. Interior — autumn tint; Exterior — white. MoT January 1997

1990 VOLVO B10M VAN HOOL ALIZEE, 49 reclining seats, toilet, continental door, water boiler, wired for video, double glazed side windows. Interior — grey/red; Exterior — white. MoT August 1996

1988 IVECO WRIGHT CONSORT, 16 seats, 4 tables, toilet, servery, wired for video and monitor. Interior - grey/red; Exterior -black/silver.

1988 LAG PANORAMIC, 49 reclining seats, centre sunken toilet, continental door, driver's bunk, water boiler, video and monitor. Interior — grey/red; Exterior — white. CHOICE OF TWO

1987 LEYLAND TIGER DUPL 320, 48 reclining seats, rear toilet, servery, curtains to side windows. Interior — grey/red; Exterior — white. MoT July 1996

1987 LAG PANORAMIC, 49 reclining seats, centre toilet, continental door, water boiler, wired for video. Interior — grey/red; Exterior — white. MoT April 1997

1986 BOVA FUTURA, 49 reclining seats, rear floor mounted toilet, water boiler, fridge. Interior — red; Exterior — white. MoT January 1997

1986 DAF DKFL PLAXTON PARAMOUNT 3500, 51/53 reclining seats, rear sunken demountable toilet, continental door. Interior — grey/red; Exterior — white/yellow. MoT March 1997

1986 VOLVO B10M PLAXTON PARAMOUNT 3500, 49 reclining seats, rear sunken toilet, continental door. Interior — grey/red; Exterior — white/red. MoT February 1997

1986 DAF SB3000 JONCKHEERE P.599, 51 reclining seats, centre sunken toilet, continental door, fridge, water boiler, wired for video and monitor, double glazed side windows, TELMA retarder. Interior— Autumn tint; Exterior white. MOT January 1997

1985 VOLVO B10M CAETANO ALGARVE, 49 reclining seats, rear sunken toilet, continental door. Interior — grey/red; Exterior — white, MoT November 1996

1985 NEOPLAN SKYLINER MERCEDES ENGINE, MANUAL GEARBOX, 77 reclining seats, toilet, water boiler, TELMA retarder. Interior — red; Exterior — cream/brown, MoT February 1997

1984 VOLVO B10M VAN ROOIJEN ODYSSEY, 49 reclining seats, rear sunken toilet, continental door, wired for TV & monitor, water boiler. Interior — autumn tint; Exterior — white, MoT August 1996

1983 DAF SB2300 LAG GALAXY, 47 reclining seats, toilet, continental door, fridge, water boiler. Interior grey; Exterior — white, MoT February 1997

1978 LEYLAND LEOPARD DUPL DOMINANT II, 53 seats, power operated entrance door. Interior — grey; Exterior — white/green. MoT January 1997

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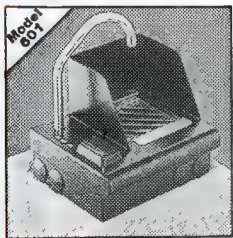
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1990 H TALBOT 2.5 TRI-AXLE, 19 seats, wheelchair facilities, long MoTs, choice of white exterior, choice of 3

1989 G FORD TRANSIT 2.5 DI, 14 seats, 3 point seatbelts, minibus, MoT Sept '96

1988 E TALBOT EXPRESS 2.5 DI, side door, white exterior

1987 E MERCEDES 609D, Reeve Burgess, 20 seat bus, power door, re-seated, re-floored, white exterior, MoT Feb '97

1987 D/E TALBOT 2.5 TRI-AXLE, 20 seats, power door, luggage pen, Diptac spec, choice of 4.

1987 D FREIGHT ROVER 2.5, 16 seat luxury minicoach, MoT April '97

1986 D VOLVO B9M PLAXTON BUSTLER, 39 seats, manual box, standees, destination gear, choice of 4.

1982 Y FORD 360 T DUPE DOMINANT 4, 53 seat coach, white exterior, MoT May '96.

1979 T LEYLAND NATIONAL S10 Engine, 49 seats, 24 standees, MoT Jan '96.

1980 V LEYLAND LEOPARD PLAXTON SUPREME, 49 seats, cream exterior, power door, MoT Oct '96

1979 PP VOLVO B58, Automatic, Van Hool Aragon, 48 seats, toilet, MoT March '96

1979 T LEYLAND LEOPARD PLAXTON SUPREME, 49 seats, power door, destination gear, MoT Oct '96

1976 P VOLVO ALISA ALEXANDER, double decker, 78 seat bus

1975 N LEYLAND ATLANTIAN ALEXANDER, double deck, 78 seat bus

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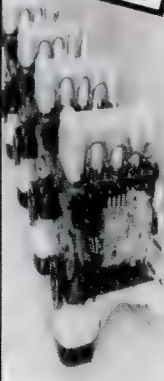
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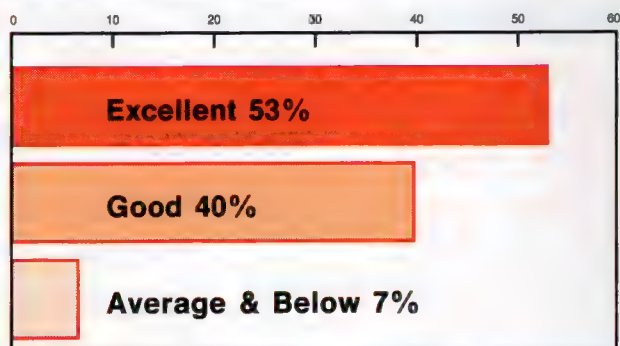
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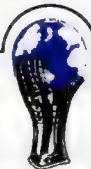
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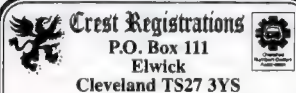
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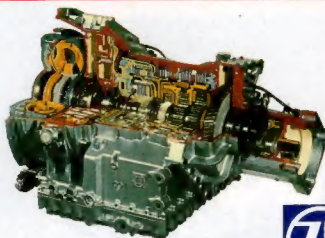
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